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COUNTRY East Germany

DATE DISTR. 10 November 1953

SUBJECT Vietmannsdorf (Schorfheide) Airfield

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1. Every day between 28 May and 13 June 1953, about 70 carloads with gravel left the Goetschendorf gravel pit of the Mifmersdorf Gravel Works for Schorfheide airfield. A Soviet detail with six trucks was detached from the airfield to the gravel pit.
2. On 16 July, the headquarters building in the quarters' area at the field was occupied by Soviets. [redacted] took photographs of the buildings at the field.¹ Surveying work was under way at the western end of the runway. There, a Waldlager (woods camp), apparently an ammunition dump, was to be established.²
2. The runway which was under construction was subdivided in 11 longitudinal strips of which strips 1, 2, 3, and 5 were completed by 15 July, while work was started at the east end of strip 4 and strips 7 and 9 were concreted from the west end as far as the beginning of forest subdistrict (Jagen) 188 and forest subdistrict 190 respectively. Concreting work was not yet started on strips 6, 8, 10 and 11. A third mixing installation of 3 mixers was erected in forest subdistrict 192 south of the runway. [redacted] a diagrammatic sketch of the various strips on the runway.³
4. The entire taxiway was apparently cleared. The top layer was excavated from the west end of the taxiway as far as the Vietmannsdorf-Gross Doelin road. Work on the establishment of fire protection lanes did not continue in July.
5. The runway strips 1, 2, 3, 5 and 7 were concreted on 24 July. Concreting work was started on strips 4 and 6 from the eastern end to a length of about 1,700 meters and from the western end to a length of 200 meters respectively.³ During a conference on 22 July, [redacted] stated that the northern and southern edges of the runway were to be provided with a 1.5-meter-wide asphalt cover and that the work would be done by a Soviet contractor because the Bauunion Brandenburg did not possess the required machines. On 23 July, [redacted] stated that it was not intended to provide the runway with drainage facilities as the soil at the field was sandy. A total area of 156,823.4 square meters was concreted between 13 April and 20 July.⁴
6. The dispersal areas at the ends of the runway were excavated to a depth of 15 cm and leveled. [redacted] concreting work on these areas was to start on 10 August. The other dispersal areas at the eastern and western

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ends of the runway and south of the runway ends were to be concreted as soon as strips 4 and 6 on the runway were completed. These areas were also excavated to a depth of 15 cm as well as the taxiway and connecting lanes which were originally planned to be dug to a depth of 20 cm.

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7. [redacted] stated during the afore mentioned conference on 22 July that he had received the construction plan for the woods camp from the Soviet construction staff, but he did not state what type of structures were to be built there. Since, at the same time, [redacted] overground work was to be completed by 10 August, source inferred that the overground workers, after 10 August, were to start work in the woods camp.

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[redacted] on 7 July that ammunition bunkers were to be built in the area of the woods camp.² During a conference held on 13 July the ATG Potsdam (General Transport Association) was asked to make available 10 heavy trucks for construction work in the woods camp. When, however, the ATG declared not to be able to detach the required number of trucks but only 2 or 3 trucks at most, the construction of a narrow-gauge field railway was envisaged for hauling construction material from the unloading station to the woods camp.

8. The newly erected third mixing installation with 8 concrete mixers was put in operation on 18 July. As only one narrow-gauge field track was laid to the installation, the concrete mixture was hauled on pneumatic-tired vehicles with lorry-shaped superstructures from the four mixers to the various construction sites. Since most of these vehicles were usually under repair because of fractures of the axles, the daily quota of 30 concrete slabs could not be fulfilled. Prior to the date when third mixing plant was put in operation, 60 to 70 slabs were concreted daily. Now, the laying of a second narrow-gauge field track was intended in order to convey the mixed concrete only on field lorries.
9. The conference on 22 July was held at the field and attended by Koetz (fnu), construction superintendent; Buchholz (fnu), chief of the technical section; Kutscher (fnu), business manager of the undergrounds constructions department; Heller (fnu), business manager; Stolz (fnu), deputy production chief; Schinke (fnu), MTV (sic); Ney (fnu), foreman; Kuitze (fnu), foreman (concrete); Schulz (fnu), foreman (excavating); and Nordmann (fnu), VEM (nationalized electro machine-building enterprise).
10. In mid-July, 1,766 laborers were employed for underground construction work and 229 for overground construction work at the field. Of the 200 workers employed by the Thuringische Baugenossenschaft (Cooperative Construction Enterprise) for the unloading of construction material and the maintenance of the spur track, 120 left the field on 21 July. Replacements were hired on 27 July and were to start work on 1 August.
11. The construction drawings for minor installations at the field were handed over by the Soviet construction headquarters to the German construction staff only shortly before work was started.
12. Between 8 February and 20 July, the following construction material arrived at the field:

21,286.5 tons of Portland cement
 24,507.48 " " 7/15-type chippings
 35,470.24 " " 15/30-type chippings
 99,903.29 " " gravel

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During the same period, the following quantities were consumed:

20,085.84 tons of Portland cement
 19,509.38 " " 7/15-type chippings
 28,420.75 " " 15/30-type chippings
 79,071.43 " " gravel.

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13. On 15 July, [redacted]

[redacted] that construction work at Schornheide would possibly be stopped. For this reason, [redacted] refused to take over the supervision of the construction work in Schornheide.

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14. On 24 July, strips 6, 4 and 11 were concreted. Since strip 6 was only 6 meters wide, while the other strips had a width of 7.4 meters, the runway was 80 meters wide. The gaps in the runway which had been kept open for the Vietmannsdorf-Gross Doelln road were closed on strips 1, 2, 3, 5, 7 and 9. In mid-July, 10 mixers and 2 large special mixing machines were in operation. Concreting work made good progress. The tippers only served the four small mixers.

15. The construction staff believed that concreting work on the runway would be completed by late August 1953 and that subsequently concreting on the taxiways would start. Excavation work on the taxiways was done by 2 steam dredgers and 6 automatic dredgers. The taxiway at the western edge of the field was staked off to a width of 21 meters and graded as far as the railroad line. Clearing up work was being done on the other section of the taxiway. Grading work was also completed on the connecting lane between the runway and taxiway. [redacted] from an excavation foreman that another taxiway was to be built in the northern half of the field. The wooded area as far as the edge of the woods on the perimeter of Vietmannsdorf had already been requisitioned and the owners were informed that they could use the area only for a short time.³

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16. A 10-meter-wide lane was staked off at both ends of the runway, parallel to the taxiway, in the angle formed by the runway and taxiway.⁴

17. The headquarters buildings, except for the educational building, were completed by 24 July. The headquarters building of block IV was occupied while the other buildings were still vacant. Wooden poles, about 2 meters high, were placed for a fence around the buildings.⁵

18. About 2,300 workers were employed at the field around 24 July. The employment of additional workers was not possible because the available quarters were occupied to capacity and no new temporary buildings were constructed. The workers who had been arrested in connection with the disturbances on 16 June were released. Those of them who were re-employed at the field were placed at other posts than previously. A new medical point was established in the camp and the old medical point was used as dispensary.

19. The Vietmannsdorf-Gross Doelln road has been blocked for private traffic for some time. The runway was still open for urgent official rides.

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20. An employee at the construction office stated that the runway and taxiways at the field were to be completed by 31 October 1953. [redacted] this target date would be met.³

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21. On 23 July, [] that Lieutenant Colonel Khomutov (fnu) was the chief of the Soviet Construction Staff No 101 at the field.⁶ The staff was quartered in the future headquarters buildings at the field of which the dwelling houses, messhalls and supply buildings were located east of the Vietnamsdorf-Gross Doelln road outside of the barbed wire fence around the field. A civilian sentry of the Baunmion was posted at the entrance to the buildings and a Soviet sentry north of the buildings.

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1. [] Comment. For photographs taken [] see Annex 1, and 2. 25X1

2. [] Comment. The statements [] that ammunition bunkers are to be erected in the woods camp are believed to be correct. 25X1

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3. [] Comment. For diagrammatic sketch of runway strips, furnished [] see Annex. For information on the location of the runway, taxiway and connecting lanes as previously received see [] 25X1

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[] Poteworthy is the information that the taxiway and connecting lanes are being excavated to a depth of only 15 cm as against the original plan of 20 cm. The establishment of another taxiway north of the runway is believed to be possible as the entire construction project is carried out on a large scale. It appears possible that the various target dates for completion of construction work will be kept.

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4. [] Comment. The location of these aircraft dispersal areas was entered on a sketch which was forwarded previously. [] 25X1A

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5. [] Comment. For layout sketch of buildings, []
6. [] Comment. Lieutenant Colonel Khomutov who was also reported as Shumotov is known to be the successor of Colonel Kirik. He is the Soviet construction supervisor at Scharfhaide airfield.

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Enclosures: 1. Photograph of Buildings at the Airfield []
2. Photograph of Buildings at the Airfield []

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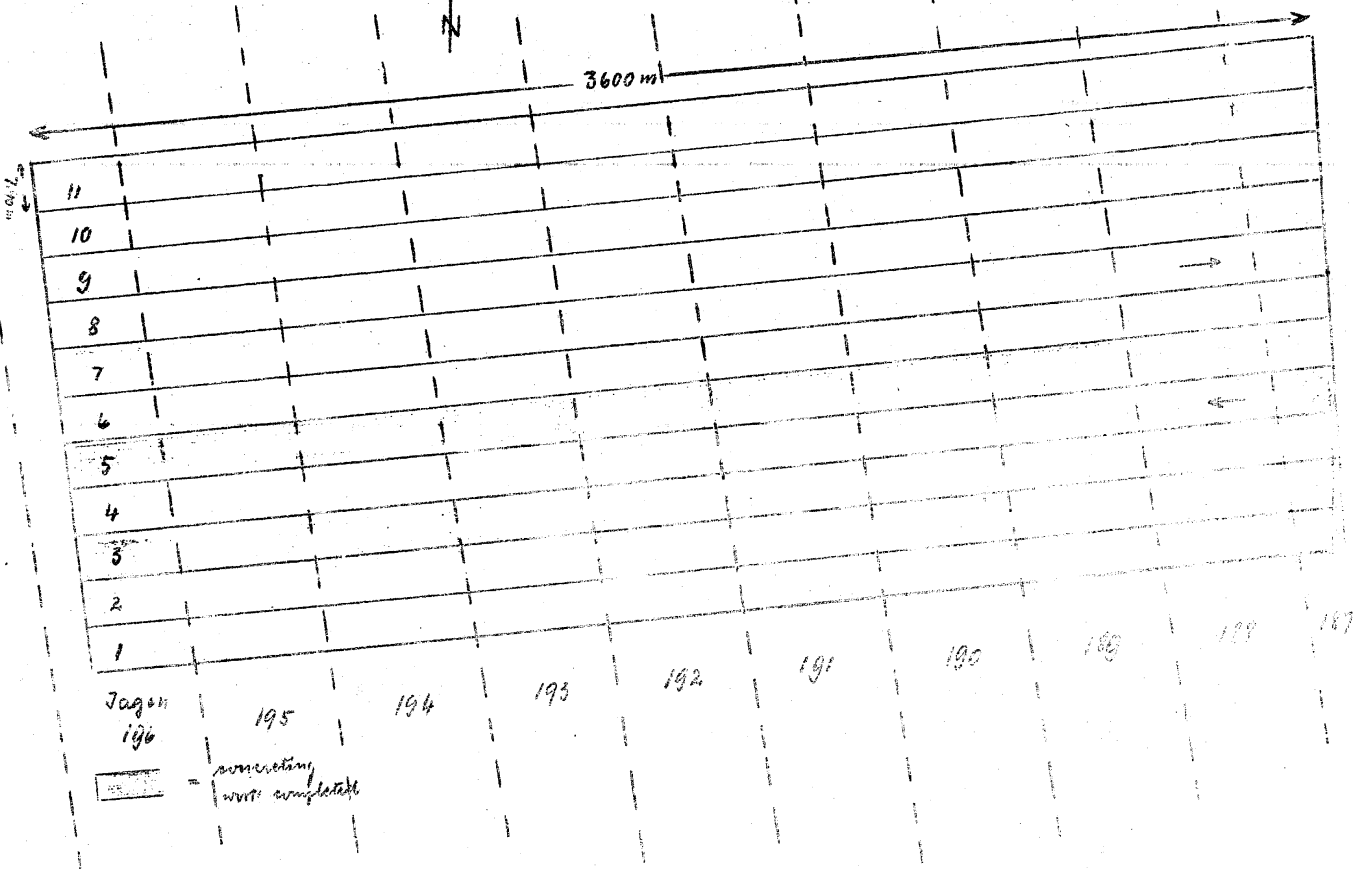
ANNEX

Strips of Runway at Schorfheide Airfield

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